

The Pensacola Journal

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PENSACOLA, FLORIDA, SUNDAY MORNING, JULY 30, 1905.

GOING AWAY?

When you leave the city for your summer vacation have The Pensacola Journal follow you. Notify circulation manager, Phone 35.

The Real Cause of the U. S. S. Bennington Explosion.

The explosion of the boiler in the U. S. S. Bennington in San Diego harbor, resulting in the death and injury of so many men, has occasioned a great deal of discussion in which it is alleged that the boiler was known to be weak, that repairs had been ordered, that they were not made, and that consequently the catastrophe resulted, etc., etc.

One would imagine that people who discuss subjects of this kind would be possessed of the most common place information at least, in reference to them, before making indiscriminate allegations and direct charges against authorities who have such matters under supervision.

The truth about the matter in all probability is that the water in the boiler got low and the latter consequently exploded. It need not necessarily have been a weak boiler, because the best boiler an earth will not withstand the pressure of the instantaneous generation of steam which occurs when the water in the boiler is reduced to a certain point.

As a matter of fact, a weak boiler under such circumstances is a safer one than a strong boiler. It gives way quicker and under less pressure, and the resultant damage cannot possibly be as great. In fact, the explosion of a boiler which could properly be termed weak would probably cause no damage except to burn or scald those in the immediate vicinity of it. Its very weakness would act as a safety valve to prevent the greater damage which would be attendant upon a strong one.

The direct cause of the explosion of the boiler in the Bennington will of course never be known, because those who had charge of it were all killed, but common sense and a knowledge of the principle of steam generation all go to prove that the men in direct charge of the boiler got negligent and let the water go down. As a result the explosion followed, just as it would have done in any other boiler with a fire under it and an insufficient supply of water in it.

The Tallahassee True Democrat criticizes Congressman Lamar because he would not ask Governor Broward to pardon W. L. Taylor, the man who was convicted and sentenced to serve five years in the penitentiary for an assault on Mr. Lamar's wife. How a person could expect Mr. Lamar or anyone else whose life had been attempted to make such a request is beyond comprehension. In fact the general public will no doubt agree that Taylor got off pretty light as it was.

Cause of Desertion in the Navy.

The last number of the "Proceedings of the United States Naval Institute" contains an article on "Desertions from the Navy," by Lieutenant-Commander John Hood, U. S. N. In this article, Mr. Hood gives the following as the principle causes of desertions from the navy:

1. The average weakness of human nature, there being in any large body of men its due proportion of weak and unstable characters.
 2. The presence—unavoidable at the start—of a small percentage of vicious characters in any large body of men, however carefully selected, whose example and teaching influence strongly the weak.
 3. The blunting of all the natural instincts of human nature, and the homesickness and friendless "stray dog feeling," produced in men by frequent shifting and changing.
 4. The want of a uniform, just and strict and at the same time liberal system of discipline.
 5. And last—comment on which is considered superfluous—the undue use of intoxicants by men of weak mind.
- These causes are all undoubtedly good, but Lieutenant-Commander Hood

fails to give another cause which, to nearly anyone but a commissioned officer, is equally as apparent: as the ones cited. This other cause lies in the fact, already commented upon in these columns, that the men of the navy have no hope of rising above the rank of a petty officer.

The enlisted man in the United States Navy has absolutely no hope of the future and no matter how proficient he may become, no matter to what extent may he educate himself, no matter what his character may be, the man behind the gun can never hope to command a ship.

This feature of Uncle Sam's navy is the most un-American institution which we possess. The profession of the man-of-war's man is, in fact, one of the few professions or callings in the whole world in which a man is not accorded a chance to rise.

Do we wonder then that men become disheartened in the navy and try to get away? Is it strange also that an institution of this kind does not attract to itself a class of men among whom such a thing as desertion would be an exception rather than a rule?

It is all very well to theorize about causes and speculate on remedies, but until the "door of hope" is opened for the enlisted man in the navy, the best results cannot and should not be expected.

Former Governor Bob Taylor is a candidate for the United States senate from Tennessee against Senator Carmack. Taylor is a bigger man in a minute than Carmack could be in a life time and it is to be hoped he will be elected.

Possible New Steamer Line for Pacific Freight.

In a recent press dispatch, dated from San Francisco, we find considerable food for speculation, insofar as it relates to the possible establishment of one or more new steamship lines for handling Pacific freight on this side of the isthmus. The dispatch says:

The Tehuantepec Railroad from Salina Cruz, on the Pacific side, to Coatzacoalcos, on the Gulf of Mexico, a distance of 180 miles, is about com-

The Journal Printed During June, 1905, a Total of

117,100

COPIES

or an average

4,504

DAILY

The following figures show The Pensacola Journal's circulation for each day during the month of June, 1905, with the average number of copies daily:

June 1	4,600	June 16	4,450
June 2	4,450	June 17	4,450
June 3	4,450	June 18	4,450
June 4	4,700	June 19	4,450
June 5	4,450	June 20	4,450
June 6	4,500	June 21	4,450
June 7	5,000	June 22	4,450
June 8	4,450	June 23	4,450
June 9	4,450	June 24	4,700
June 10	4,450	June 25	4,800
June 11	4,700	June 26	4,450
June 12	4,450	June 27	4,450
June 13	4,450	June 28	4,450
June 14	4,450	June 29	4,450
June 15	4,450	June 30	4,450

Total for the month.....117,100

Average per day.....4,504

I hereby certify that the above statement is correct according to the records on file in this office.

H. R. SMITH, Circulation Mgr.

Sworn to and subscribed before me this 30th day of June, 1905.

J. P. STOKES, Notary Public.

pleted, and it is expected that within twelve months harbor and wharves for the landing of steamers and the transfer of freight will be finished.

The American-Hawaiian Steamship Company, now operating a fleet of steamships between San Francisco, Hawaii and New York through the straits of Magellan, has concluded a contract with the Tehuantepec road for the operation of connecting steamship lines on both the Pacific and Atlantic sides and will use the seven vessels now operated via the Straits of Magellan in this service, in addition to two new ships about to be built.

The company expects to afford a service of 25 days by the new route as against the 35 or 40 days now taken to transport freight between here and New York via Panama, and approximately 30 days via American rail lines.

Coatzacoalcos, referred to above, is at the extreme southern point of Campeche Gulf, about 160 miles down the coast from the city of Vera Cruz, and 860 miles in a straight line of clear sailing from Pensacola, the nearest Gulf port having a trunk line connection with the interior.

In all probability a great deal of

this Pacific freight will be carried to New York direct, but there is no reason why a large part of it should not be handled through a Gulf port, particularly that part intended for interior points.

Whether Pensacola gets any of it or not will in all probability depend largely on the effort which the Louisville & Nashville exerts to that end. If the L. & N. is interested the citizens of Pensacola are ready to do their part to secure the business.

If there is such a thing as "rubbing it in," the following from the Tampa Tribune ought to fill all of the requirements to an elegant sufficiency:

It is now up to Editor Harris, of the Ocala Banner, to name a new candidate for the gubernatorial honors. What is the matter with Col. Bittiger, of the Star, Brother Harris? The Tribune can remember the time when you used to think that he was one of the ablest men in Florida and one of the greatest journalists in the south. Nominate Bittiger and the Tribune will give him a rousing second and a loyal support.

MAGNIFICENT TRIBUTE

"TO THE BOYS OF '61."

The following eloquent address was delivered by Col. W. W. Flournoy, of DeFuniak Springs, at the recent reunion of Camp Frank Phillips, No. 1506, U. C. V., in Graceville, and is published by request of several veterans of that camp.

Mr. Chairman, Ladies and Gentlemen and Comrades of My Father: When your invitation came to me only a few days ago, my professional duties were so arduous and demanded so much of my time and attention as to preclude my acceptance. But in anticipation of an audience of kindly disposition to indulge the speaker, the feeling of confidence brightened and in obedience to the dictates of love and admiration for you who wore the "gray," I could not find it in my heart and power to decline. Then, as now, I was sincerely conscious of my inability and incapacity to address you as I was and am profoundly sensible and appreciative of the high honor you confer upon me by requesting of me the performance of a distinguished part on this important occasion to commemorate the Rise and Fall of the Confederacy, to pay tribute to her martyred dead, to bow in reverence and to express my undying and sincere gratitude to her survivors.

Beneath the great temple of nature, domed by the sky and lighted by the sun, we gather today to engage in a high and holy service. We meet with hearts that beat in unison as true liberty lovers of our own America, and that throbb in sadness to remember the heroes who died for us in answer to the ballot box of their own states, and whose spirits are immortal. Yes, we are gathered with unabated zeal and reverence to pay tribute to our martyred dead. We shall love them forever. Aye, not to do so, to forget them for one moment, is to brand our hearts with the slave mark of basest ingratitude for those whose sacrifice upon the field of carnage gave to us this grand confederation of states with one people, one law, one language, one faith, the home of freedom and the refuge of the oppressed of every race and every clime, more solidly united than since the sword of Washington leaped from its scabbard. No mercenaries were Davis, Lee, Longstreet, Gordon and their armies. They bore arms not for self and pay, no Myrmidons of autocratic power, doing unwillingly a despot's bidding, no soldiers of fortune, hungering for the spoils of conquest, no invaders of foreign soil for territorial aggrandizement, but they

were soldiers of the Confederacy for the principle of liberty; they were volunteers responding with promptness and alacrity to the trumpet of duty; they were patriots, brothers native to the soil, fighting for liberty with treasure, blood and toil, fighting for the defense of their homes, the protection of their property, and the preservation of their rights; they were one of the bone of that noble Anglo-Saxon race that marches in the vanguard of civilization, which has given Magna Charta to human kind, which throws the searchlight of Christendom into all the jungles of earth, and seizes in its gigantic grasp, and hands over continents to Christianity. Never were men more conscientious. Never were warriors animated more by the guidance of pure and lofty principles for principles sake. How superb was their courage! For four long years their consecration to the cause of the south and their unsurpassed daring upon the fields of courage challenged the admiration of the civilized world. The annals of history tell us of no nobler attestation of fidelity than shines in the record of the service and sacrifice of the Confederacy. Never before, never since, have martyred heroes, whether of Greece or Rome, France or England, exhibited superior patience on the long march, heartier cheerfulness in camp, more good humor in poverty and more noble resistance in the onset, or more stubborn resistance in withstanding the shock of overwhelming numbers. From Manassas on that memorable Sunday of July 21, 1861, to Appomattox of April 9, 1865, the soldier of the Confederate army with duty as his watch word was ever the same admirable hero, whether victorious as at Manassas or vanquished as at Appomattox. Results, whether favorable or unfavorable were only the background to make clearer his splendid insensibility to discouragement or fear. They were stainless soldiers, devastating no region that the enemy might not resist, creating no incendiary fires to blacken their escutcheons, marching by unmolested houses while the poor innocent women and mothers saw their children play and prattle on the steps of the lonely homes; amid whose ranks were no mutiny of men nor treason of officers to draw black lines across any part of the Bonnie Blue Flag or across the long roll of honor, and in the archives of our own beloved government are enduring records of their honor. Outnumbered four to one, outmanned far more in equipment, those

IN THE "GOOD OLD DAYS"

"OLD TIMER" IN OCALA BANNER.

The old timers still refer to the days of their youth as the "good old days"—the golden era of all the ages. In those "good old days" there were no railroad wrecks for the very good reason that there were no railroad trains. Travel was generally performed in two-horse wagons, which were built good and strong with no danger of a break down. They did not go at the rate of forty miles an hour but more often jogged along at the rate of forty miles a week, which gave the traveler plenty of time to "look the landscape over."

The mails came and went as often as once a week, which was quite often enough. Life was so blissful that the ordinary person did not care to know what the balance of the world was doing. In fact the balance of the world was not doing very much that anyone cared to know about. The young people did not tie in bed until ten o'clock in the morning but were up before the sun and were kept busy until dark and did the chores at night. As soon as the work was done they went to bed and as they had soft beds and clean consciences had no trouble in sleeping.

The women wore no corsets or bustles. They were the same size from one end to the other. The women's dresses were made from the wool that grew on the sheep in their own pasture. The dress was buttoned up behind and did not take yards to make it. The bonnet was made of calico. They wore no two-acre hats in those days. Their shoes were made by the country shoemaker and were some account. The soles were half an inch thick. In those days women wore stockings made of wool. Nowadays they wear hose. In those

days nobody wore underwear. It seems to us a wonder they did not freeze to death, but they did not and were harder and stronger than now. As late as 1894 one of the leading railroads of the United States had printed on its time card the following "The locomotive will leave the depot every morning at ten o'clock if the weather is fair."

When Benjamin Franklin first thought of establishing a newspaper in Philadelphia his friends advised him against it as there was one already being printed in Boston and they did not think the country could support two newspapers. Ocala now supports two or three.

When Thomas Jefferson was elected president of the United States, in a most exciting political campaign, it was nearly two months before he knew that he was elected.

During the days of our revolutionary heroes two stage coaches and eight horses sufficed for all the commerce that was carried on between New York and Boston and in the winter the journey occupied a full week.

It was nearly two days before the news of Washington's death was received at Washington from Mount Vernon.

Those were "good old days" but the generation of today would not think so.

"OLD TIMER."

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Leave Pensacola 3 p. m. for Station.
Leave Station 4 p. m. for Gulf and return to Station.
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